

COUNTRY Germany (Soviet Zone)

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TOPIC Laerz Airfield.

25X1X

EVALUATION

PLACE OBTAINED

25X1A

278

DATE OF CONTENT

25X1A

DATE OBTAINED

DATE PREPARED 16 October 1951

REFERENCES

PAGES 3 ENCLOSURES (NO. & TYPE) 2 - sketches on ditto

REMARKS

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25X1X

- Between 12:30 and 2 p.m. on 5 September 1951, 10 MiG-15s, 3 biplanes, and 4 single-engine low-wing monoplanes were observed at Laerz airfield. (1) Twenty of the MiG-15s were parked along the western edge of the installation and were hidden by shrubs and tarpaulins. All were fitted with auxiliary fuel tanks projecting beyond the leading edges of the wings and fitted near the beginning of the outer third of the wings. (2) The largest diameter of these tanks was equal to that of the air intake. Among the motor vehicles parked on the western edge of the field there were three van-like trucks with tower-like plexiglass superstructures. (3) On 3 and 4 September, seven railroad tank cars arrived at the field. Motor vehicles observed there

25X1B

- On the morning of 10 September, the trees used for camouflage, which were previously observed on the landing field, were lying about on the field. (4) About 40 MiG-15s, 4 single-engine low-wing monoplanes fitted with radial engines, and 2 biplanes were observed. Sixteen MiG-15s without auxiliary fuel tanks or camouflage were parked along the taxiway in the western portion of the field. The motor vehicles observed on 5 September had been removed. The status of the radio installation Hill 77 east of the field had not changed. (5) No incoming fuel shipments were observed at the field between 7 and 10 September. Motor vehicles observed included trucks

25X1B

- No flying was observed on 3 September. Individual flights by MiG-15s were made on 4 September in the afternoon. At noon, a formation of 24 MiG-15s heading southwest, flew over the field at an altitude of about 2,000 meters. There was intensive night flying but almost no day flying during the period from 7 to 10 September. During night flying, both sides of the E-W runway were lighted by white lights. A row of 10 to 15 red lights was installed 200 to 300 meters from the eastern end of the runway in a line at a right angle to the runway. Similar rows of lamps were observed in the extension of the runway to the west and east. (6) The N-S runway was not lighted.

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4. The MiG-15s which flew at night had running lights on their wings and on their rear ends. A spot light was mounted in the left leading edge of the wings near the fuselage. (7) When the planes took off, the landing lights lighted up for short periods. After the planes had taken off, a searchlight began rotating at a point about 15 km northeast of the field. Shortly before one plane landed, the beam of this searchlight was directed toward the field for about 10 seconds and then was switched off. The runway was then lighted by searchlights mounted on trucks. When the rotating searchlight located north-east of the field ceased operating, a weaker searchlight located in the Rechlin restricted area was switched on.

5. The Russians continued to discharge German civilians who were allegedly to be replaced by Russian civilians who had arrived at the field two weeks before. (8)

25X1X 6. On 13 and 14 September, [REDACTED] the aircraft of the alert flight parked on the western end of the runway had red numbers [REDACTED] inclusive. (9) On 13 September, MiG-15s with red numbers [REDACTED] 25X1B [REDACTED] were observed near the alert area. On 13 September about 4 p.m., about 62 MiG-15s, 3 or 4 single-engine low-wing monoplanes with radial engines, and 2 biplanes were observed at the field. Six railroad tank cars, which were parked on the spur track, were emptied into tank trucks and six aircraft crates were unloaded. On 19 September, [REDACTED] four of these crates were empty. Four MiG-15s without rudder assembly or inscriptions were seen nearby. (10) Motor vehicles entering the field included trucks [REDACTED] 25X1B [REDACTED] and sedans [REDACTED] 25X1B

7. At 4:25 p.m. on 13 September, an alert plane with the red number [REDACTED] 25X1B took off and landed at 4:44 p.m. The plane then taxied back to the western end of the runway. When the plane landed, source observed that the craft had a crew of two seated in tandem. (11) A slanting antenna mast connected to the rudder assembly by a wire was observed aft of the cabin. During the night from 16 to 17 September, there was flying up to 2 a.m. The aircraft observed flew with running lights on. Day flying by individual planes between 13 and 19 September was light.

8. The radar set with seven dipoles, which had been observed westnorthwest of Millerholz railroad station up to 26 August, was no longer seen on 12 September. (12) There was no discernible change in the occupation of Rechlin restricted area. Up to 13 September, [REDACTED] two boxcars were 25X1X added to the scheduled train leaving in the direction of Mirow every morning. These cars carried air force personnel from the Rechlin restricted area to Laerz airfield. (13) A railroad man stated that this means of transportation was chosen because of the lack of motor vehicles. Motor vehicles seen in the restricted area included:

25X1B

9. The jet fighters which were shipped to the field on 13 September, were fitted with wing tip tanks, but were still unnumbered by 22 September. On 26 September, 28 MiG-15s, 4 single-engine low-wing monoplanes, and 2 biplanes were counted at the field. An additional estimated 25 to 30 MiG-15s were also parked there. Red numbers [REDACTED] were seen on aircraft of the alert flight. (14) There was intensive day flying on 26 and 27 September and night flying from 27 to 28 September. Four of the many motor vehicles operating between Rechlin restricted area and Groedel were numbered 25X1B [REDACTED]

25X1B

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- (1) According to another source, Laerz airfield is still occupied by two fighter regiments equipped with 70 to 80 MiG-15s. The single-engine low-wing mono-planes observed were Yak-11s.
- (2) The capacity of the auxiliary fuel tanks is not known. According to information available, it appears that there are two different sizes of auxiliary fuel tanks. One type projects beyond the leading edge of the wing and the other extends exactly to the leading edge of the wing.
- (3) For sketch of radio truck, see Annex 1. It is believed that flying is directed from these radio trucks.
- 25X1A (4) The utilization of trees for camouflage was previously reported by the same source.
- (5) This radio installation is the inner landing beacon which is located in the eastern extension of the E-W runway.
- (6) For arrangement of lights, see Annex 2.
- (7) The presence of spot lights in the left wings of MiG-15s was observed by other sources at other airfields.
- (8) Female German personnel previously employed by Soviet headquarters are being discharged throughout the Soviet Zone of Germany.
- (9) These aircraft, which belong to a regiment of the 65th Ftr Corps, were probably stationed in Laerz only temporarily.
- (10) This information indicates that each crate contained one plane.
- (11) Type-28 plane. This type plane is being used as a trainer by all fighter regiments in the Soviet Zone of Germany for MiG-15 retraining.
- (12) The present location of the RUS-2 radar set is unknown.
- (13) The personnel of Laerz airfield and a fighter division headquarters are quartered in Rechlin.
- (14) The aircraft numbers of the 11xx series are reported for the first time. Therefore, it cannot be determined whether the aircraft with these numbers belong to one of the two fighter regiments stationed in Laerz.

2 Annexes: Sketches.**CONFIDENTIAL**
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